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COUNTRY	East Germany	REPORT
TOPIC	Vietmannsdorf Airfield	
EVALUATION		25X1
DATE OF CONTENT		25X1
DATE OBTAINED		DATE PREPARED 19 July 1954
REFERENCES	641183	
PAGES	6	ENCLOSURES (NO. & TYPE) 2 -- sketches on ditto
REMARKS	This is UNEVALUATED Information	

1. At the end of May 1954, source determined at the construction headquarters at Vietmannsdorf airfield that construction work on the southwestern taxiway and adjacent aircraft dispersal areas was Object No 103. By early June, concreting work on this taxiway was completed on a strip, 7 meters wide and about 1,000 meters long. Then, the concreting implements were moved to the northeastern end of the taxiway to start work on the next strip in the opposite direction. According to talks overheard in the construction headquarters, Major Churbanov (fnu), the Soviet liaison officer, had conferred with the Soviet construction headquarters in Werder which desired that the taxiway be widened to 60 meters. With regard to the aircraft dispersal areas planned to be built on both sides of the southwestern end of the new taxiway source learned that these dispersal areas were to be constructed at the end of a further 1,900-meter-long extension of the concrete taxiway. The following ratio of mixture was ordered for one cubic meter of concrete:
550 kg of coarse chippings, 350 kg of fine chippings, 1,100 kg of gravel, and between 220 and 350 kg of cement depending on its quality.¹ 25X1
2. As reported previously, a Soviet Air Force unit of 60 to 80 men has been engaged in excavation work at the field since the first 10 days of May.
German workers from Oranienburg stated that some members of the unit had formerly been seen in Oranienburg.² 25X1
3. Construction work on the aircraft dispersal areas at the southeastern corner of the main taxiway was conducted under Object No 104. The concrete cover was 40 cm thick except for some spots where the concrete was only 20 cm thick. Six grass-covered fields remained between the concrete lanes.
4. The concrete roads in and around fuel dump I were to be completed by 15 June 1954. The total area of scheduled concrete roads with a 15-cm thick concrete cover covered 3,490 square meters. German workers stated that a representative of a German governmental agency had said that the installations in the fuel dump did not agree with German safety regulations. In early June 1954, earth revetments were built around 4 fuel containers but the tops were not covered. The containers were not yet filled.³

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5. There were many defective spots on the runway as the result of many clods of lime in the gravel used for the concrete mixture. For a long period, one or two work brigades were daily engaged in repairing the defective spots. More than 40,000 holes had been repaired so far.⁴
6. In late May, preliminary work was under way for the construction of 3 additional quartering buildings near the barracks installations. Construction superintendent Mey (fnu), formerly chief of the above-ground construction department, was responsible for preparatory work. It could not be determined whether the former above-ground construction department of the construction staff would be re-established or whether the construction work would be done by a sub-contractor.
7. In late May and early June 1954, a total of about 1,000 workers belonged to the following individual sub-sections of the construction headquarters:

Concreting section: about 350 workers, including about 225 skilled and unskilled concrete workers, about 25 men employed for unloading the material, about 50 workers employed in the carpenter's shop, and about 5 men employed for laying rails;

Excavation section: about 250 men employed for leveling, wood cutting and uprooting work;

Other personnel: about 200 workers employed in workshops and assigned to operating machines and implements; of these 80 to 100 were continuously detached to the concreting section;

About 200 employees.

Work was usually done in one shift, only concreting work on the southwestern taxiway was done in 2 shifts. From Tuesday to Friday 10 hours were worked each day, on Monday 6 hours and on Saturday 2 hours. Every 8 weeks, each worker and employee got 2 days extra leave in addition to 1 or 2 days for the home trip. Ebke (fnu), deputy chief of the work section at the construction site endeavoured to cancel the extra leave because the workers allegedly went home every weekend. Therefore, it was planned to grant special leave only to those personnel who resided more than 100 km from the construction site. Furthermore there were plans to work 8 hours each day in order to limit the furlough at the week end. The workers received a better pay in 1953 than in 1954 on the following grounds: In 1953, the hourly capacity was higher than in 1954 as the machines were used more rational; time was wasted with the road finishing machines which, since recently, were used for concreting groups of 3 concrete slabs with intervals of 2 slabs which had to be concreted later on; less overtime work was done for financial reasons; the materials for the concrete did not arrive as regularly as in 1953. During the first days in June, 450 cubic meters of a 40-cm concrete cover and 200 cubic meters of a 15-cm cover were laid each day.
8. According to records of the VEB Tiefbau Brandenburg, 1,095 workers were employed at the construction site on 31 May 1954.
9. Between 1 and 25 June, air force soldiers were repeatedly observed entering and leaving the brick quartering buildings. They were employed as guard personnel at the barriers, quartering buildings and occasionally as patrols. For the first time, sentries were observed patrolling along the fence on the northern border of the field.

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10. In mid-June, a clearing, about 80 meters wide, was cut into the woods east of the southwestern end of the new taxiway which branched off from the southwestern end of the main taxiway. Beginning approximately on 20 June, four-cornered fields were cut into the wood on both sides of the lane at irregular intervals. Most of the workers were employed for concreting work on the taxiway and for uprooting and grading work on the cleared lane.¹
11. A concrete apron which was almost round and, at its western side, a rectangular concrete field were observed in Jagen (forest-subdistrict) 157, north of the spur track. A connecting road, about 10 meters wide, extended from the eastern side of the concrete field to the main taxiway in the north. Three small brick buildings without windows were located just east of this road.³
12. The Soviet officers of the departed construction staff were still engaged in account matters at the construction site in early June. When this work was completed on 28 June, Lieutenant Colonel Khomotov (fnu) still remained at the field for the final settling of affairs. The only Soviet and German engineers respectively to be taken over by the Soviet construction headquarters in Werder allegedly was civilian engineer Trofimkin (phonetic spelling) (fnu) of the former Soviet construction staff at the field and Dipl. Ing. Maeding (fnu) who had formerly been assigned to the designs bureau of the Rügen Program and afterward was employed as superintendent and control engineer by the Soviet staff in Vietmannsdorf.⁵
13. Shortly before Whitsuntide 1954, chief construction superintendent Stolz (fnu) of the VEB Tiefbau Brandenburg stated that the Soviets had decided to widen the southwestern taxiway, which branches off from the taxiway, to 60 meters. Leveling work on the taxiway started in mid-June. This change in the construction plan caused considerable extra expenses for the German construction staff as the mixing installation and the poles for the electric light had to be shifted. The second runway was completed in a width of 21 meters and a length of about 2,000 meters by late June. At that date, expansion work on the taxiway to a width of 60 meters was accelerated as concreting work on the widened strip was to start in mid-July. The dimensions of the second runway and the adjacent aircraft dispersal areas were determined on a location plan at a scale of 1: 5,000 in an office at the construction headquarters. These dimensions were entered on two sketches furnished by source.¹
14. During the second half of June, excavation was started on a connecting road between fuel dumps I and II. Fuel dump II and fuel dump III, the latter was scheduled to be built near the former dump, were planned to be constructed underground.⁴ No decisions were as yet reached on the construction of the new barracks installations and no sub-contractor was charged with the work.⁶ As the material for the concrete did not arrive in sufficient quantities, only about 600 cubic meters could be concreted daily against 1,400 to 2,000 cubic meters in the preceding year. A total area of about 110,000 cubic meters had to be concreted by November 1954, while the production in 1953 amounted to 167,000 cubic meters.

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15. During the first half of June, concreting work was under way on the southwestern taxiway which branches off from the main taxiway. The new taxiway was planned to consist of 3 concrete strips, each strip 7 meters wide; the individual concrete slabs were 7 x 74 meters large. At the railroad crossing, the space for two concrete slabs was left open. Allegedly, the 21-meter-wide taxiway was to be widened to a width of about 60 meters by a 20-meter-wide strip at each side.¹
16. In mid-June, the western section of runway I was repaired and cleaned. Work continued in the middle and eastern sections where joints were ground and defect spots torn open. The large holes in the runway were not yet filled. Repair work continued on the circular taxiway where clods of limestone had caused defects.⁴
17. On 3 June, some Soviet civilians arrived in sedan No 1A 01-73 and inspected the construction site. On 8 June, a Soviet officer who had repeatedly been seen at the site took photographs of individual objects. [redacted]
[redacted] The jeep was equipped with a radio set. On the same day, a biplane [redacted] landed on the western section of the runway; two officers descended and then went to the construction headquarters.⁶
18. The southwestern taxiway which branched off from the southwestern corner of the main taxiway extended through Jagen 165, 131, 101 and terminated in the northern half of Jagen 72. The entire strip was cleared and uprooted by mid-June. At that time, the light poles and transformers, which had already been erected along the strip, were shifted as the taxiway was planned to be widened to 60 meters for usage as second runway. Concreting work was almost completed on two 7-meter-wide and 800-meters long strips from the southwestern corner of the main taxiway. The concrete cover was 40 cm thick.¹
19. Concreting of the road which ran from the southeastern end of the field parallel to the main taxiway was completed by mid-June 1954, while work still continued on the N-S connecting strip.
20. A Soviet fatigue detail which was quartered in tents in the wood in the northwestern section of the field was engaged in excavation work in the northern section of the field, using plows and rollers.
21. Three 7-meter-wide and about 800-meter-long strips leading from the main taxiway to the southwest were concreted by 26 June 1954. The western concrete strip was being encased from the 1,500-meter marked toward the 3,000-meter marker. The area on both sides of the completed concrete strip was being uprooted and graded. The chief of the surveying section of the German construction staff again confirmed that the taxiway would be widened to 60 meters for usage as a second runway.¹
22. During June 1954, concreting work was being continued on the dispersal areas at the southeastern corner of the main taxiway. During the second half of June, the N-S connecting lanes between the main taxiway and the concrete road south of it were being concreted in such a way that one slab was laid and the space for the next slab was left free. No work was as yet under way on the scheduled aircraft dispersal areas.

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23. During June, upon completion of the by-pass road around fuel dump I, the joints on this concrete road were ground and subsequently filled. A brick building, which had the same dimensions as Building No 10 in the western section of the fuel dump, was under construction 5 meters east of the by-pass road in line with the fuel containers in the southeastern corner of the fuel dump. North of the new building, construction work was being done on a brick shed which was 14 meters long, 8 meters wide and 4.5 meters high. The shed had 2 brick partition walls and a concrete floor and roof. It had no front or rear wall. As reported previously, 3 double T-shaped girders were placed on top of the two concrete installations which were believed to be water reservoirs. The space between these girders was filled with 8-cm-thick concrete slabs which had a 5-cm concrete top layer. An aperture was left over the hole in the eastern section of the bottom of each container. In this aperture a 2-meter-high concrete tube, about 1 meter in diameter, was placed on top of the container. The tube tapered toward its upper edge where it was 70 cm in diameter. The entire container was allegedly to be covered with earth from which only the concrete tube would project.

24. About 0900 on 17 June, a biplane [redacted] landed on the runway. Two Soviet officers descended, then went to the construction headquarters where they remained until the afternoon. Subsequently, they again left the field on the same aircraft. 6

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1. [redacted] Comment. For last report on construction work at Vietmannsdorf airfield, [redacted] with attached sketch. The available information definitely indicates that the concrete taxiway has a length of 2,500 meter and will be widened from 21 to 60 meters. Thus, it will be suitable to serve as a runway for jet fighters and, therefore, in the future will be designated second runway or possibly a fighter runway. For sketches of second runway and aircraft dispersal areas, see Annex 1 and 2.

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2. [redacted] Comment. According to a previous report, an air force construction unit was dispatched probably to Vietmannsdorf on 5 May 1954. [redacted] (Oranienburg airfield).

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3. [redacted] Comment. A sketch of fuel dump I was forwarded previously. [redacted] Building No 10, mentioned by source 7 in paragraph 23 is also entered on this sketch. The establishment of fuel dump II in Jager 157 which has been reported several times appears credible for location of fuel dump III. [redacted]

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4. [redacted] Comment. Damages on the runway have repeatedly been reported. Noteworthy is the number of 40,000 defective spots mentioned in the present report.

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5.  Comment: A previous report contained detailed information on the transfer of the Soviet construction staff with Colonel Khomutov as chief.

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6.  Comment:  The other motor vehicles and the arriving biplanes, possibly Po-2s, do not indicate where the Soviet officers came from.

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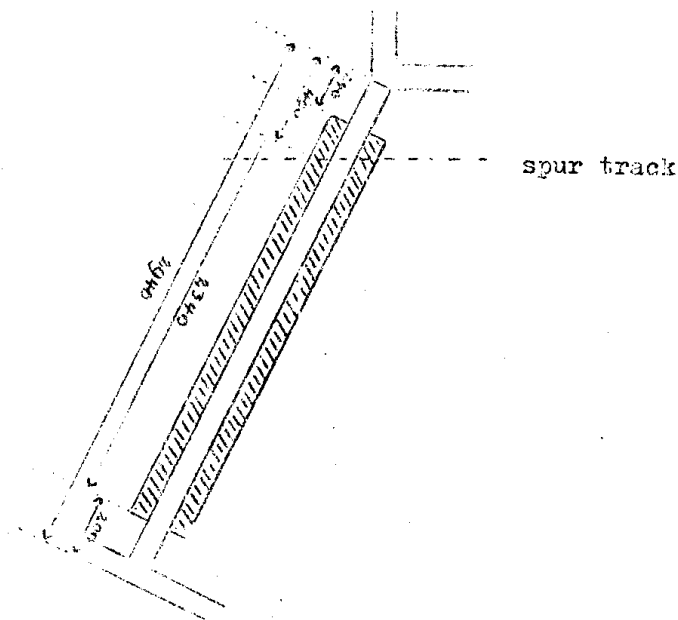
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Annex 1

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Location Sketch of Second Runway at Vietmannsdorf Airfield

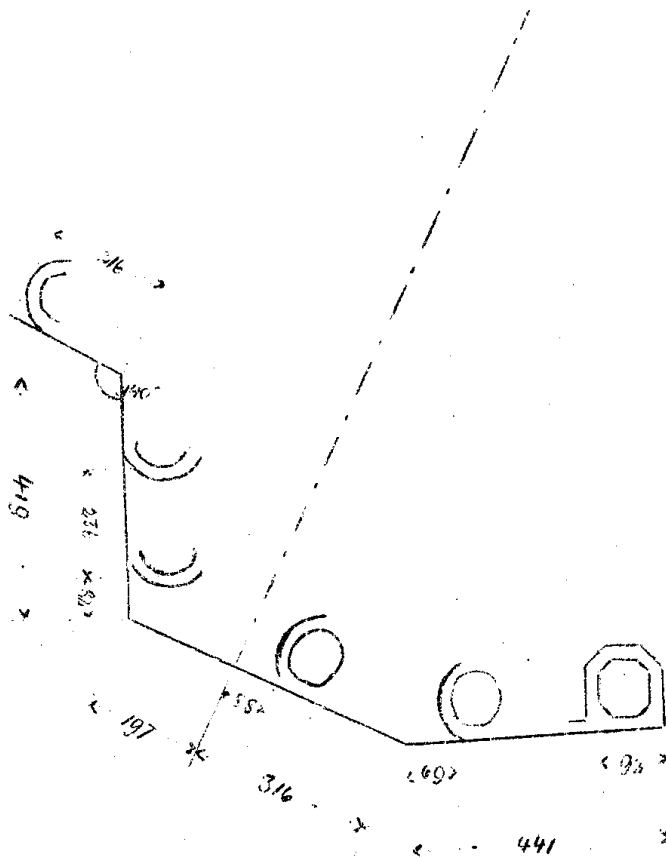


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Annex 2

Aircraft Dispersal Areas at Vietmannsdorf Airfield



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